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B26, no. 7



REPORTS

RELATING TO THE

QUEBEC AND NEW BRUNSWICK RAILWAY.

THE SHORTEST LINE OF RAILWAY

THROUGH BRITISH TERRITORY

FROM THE

ST. LAWRENCE TO THE ATLANTIC SEA-BOARD.

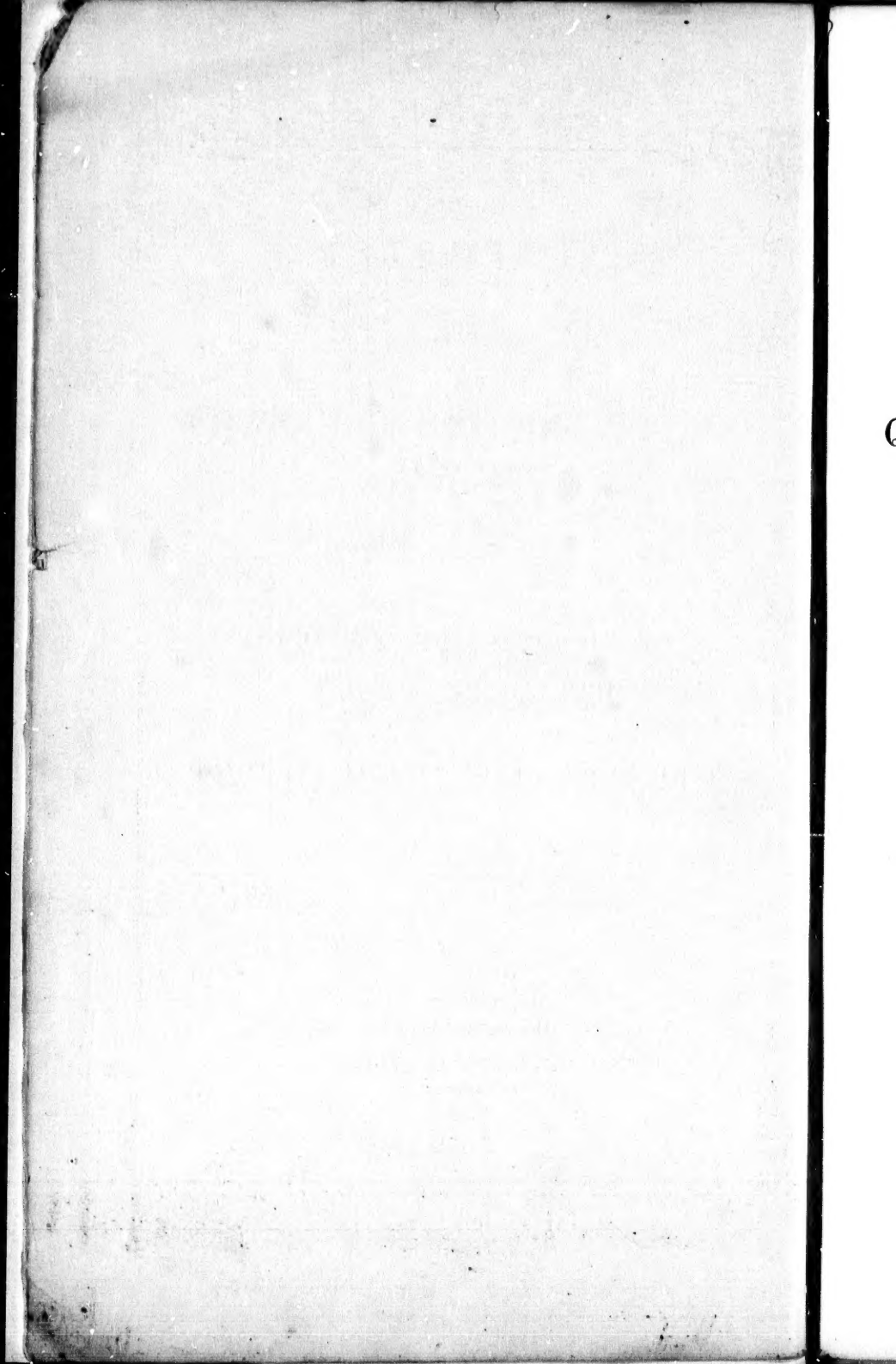
SECOND EDITION.

WESTMINSTER :

PRINTED BY J. B. NICHOLS AND SONS,
25, PARLIAMENT STREET.

1871.

Price One Shilling.



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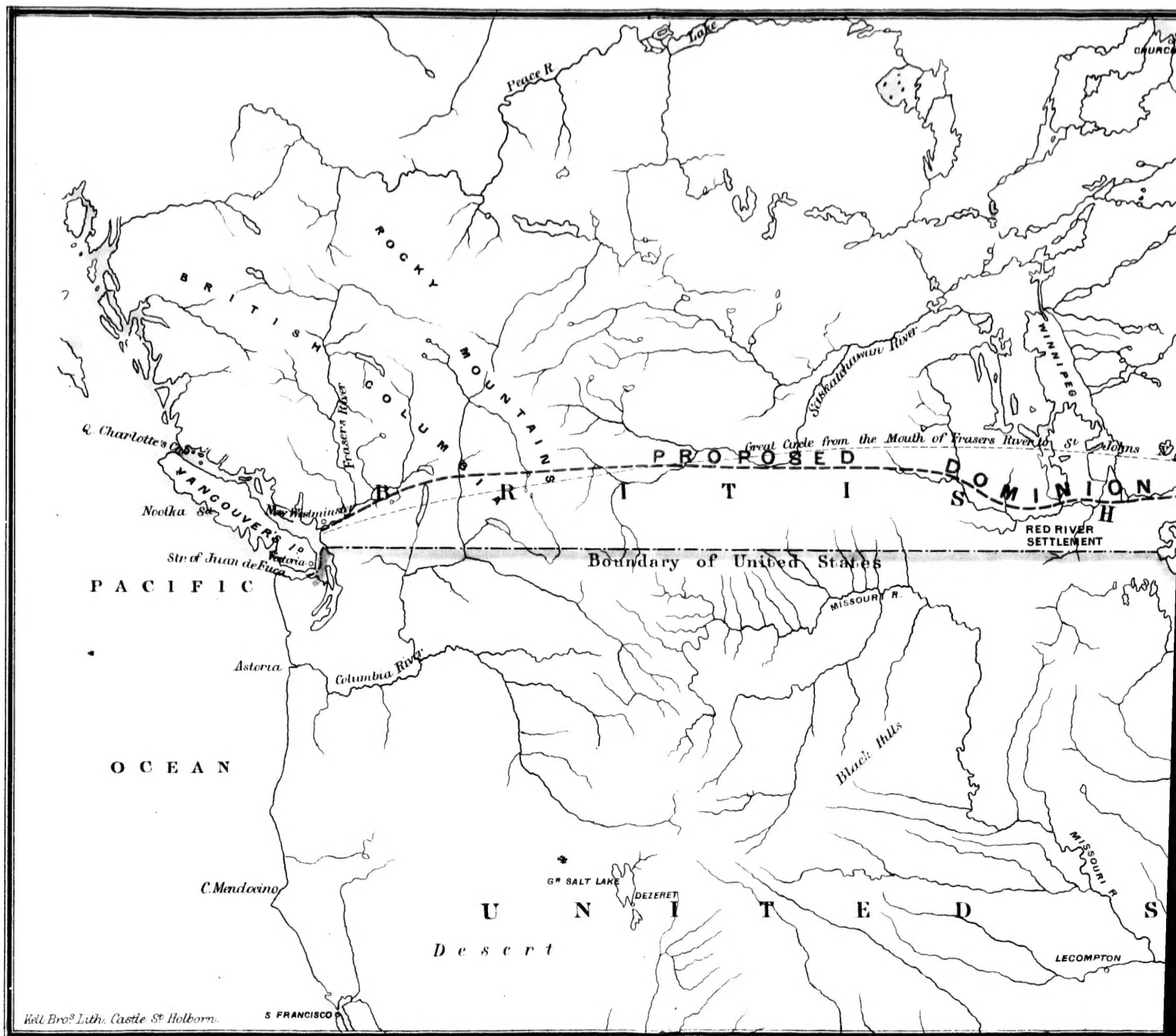
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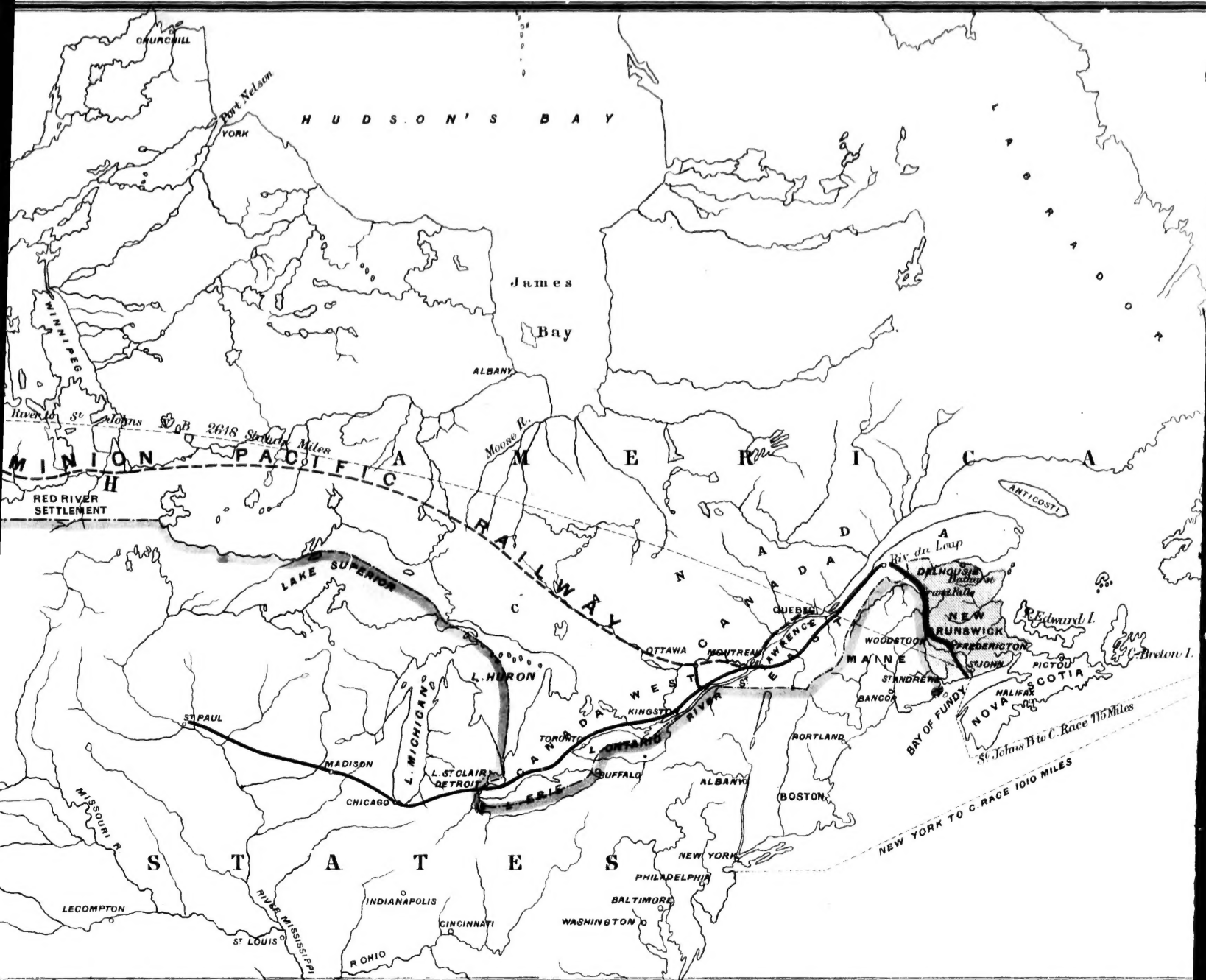
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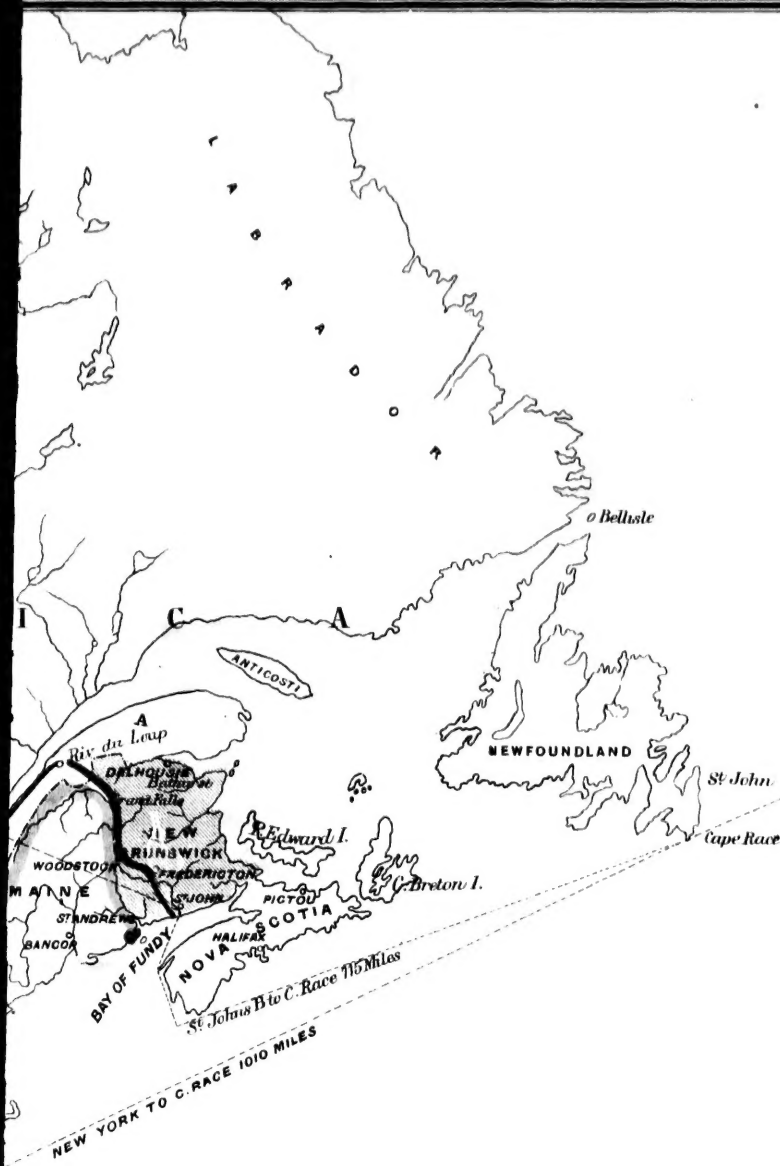
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POSITION OF NEW BRUNSWICK LANDS OF THE QUEBEC AND N

FIELD FOR E GREAT

*Distance from St John, New Brunswick,
Length of the United States Pacific*

Isle



CAPE RACE TO LIVERPOOL

A T L A N T I C

Chart
 (FOR'S PROJECTION)
 showing the
WICK AND THE PROXIMITY OF THE
NEW BRUNSWICK RAILWAY COMPANY
 AS A
MIGRATION FROM
BRITAIN.

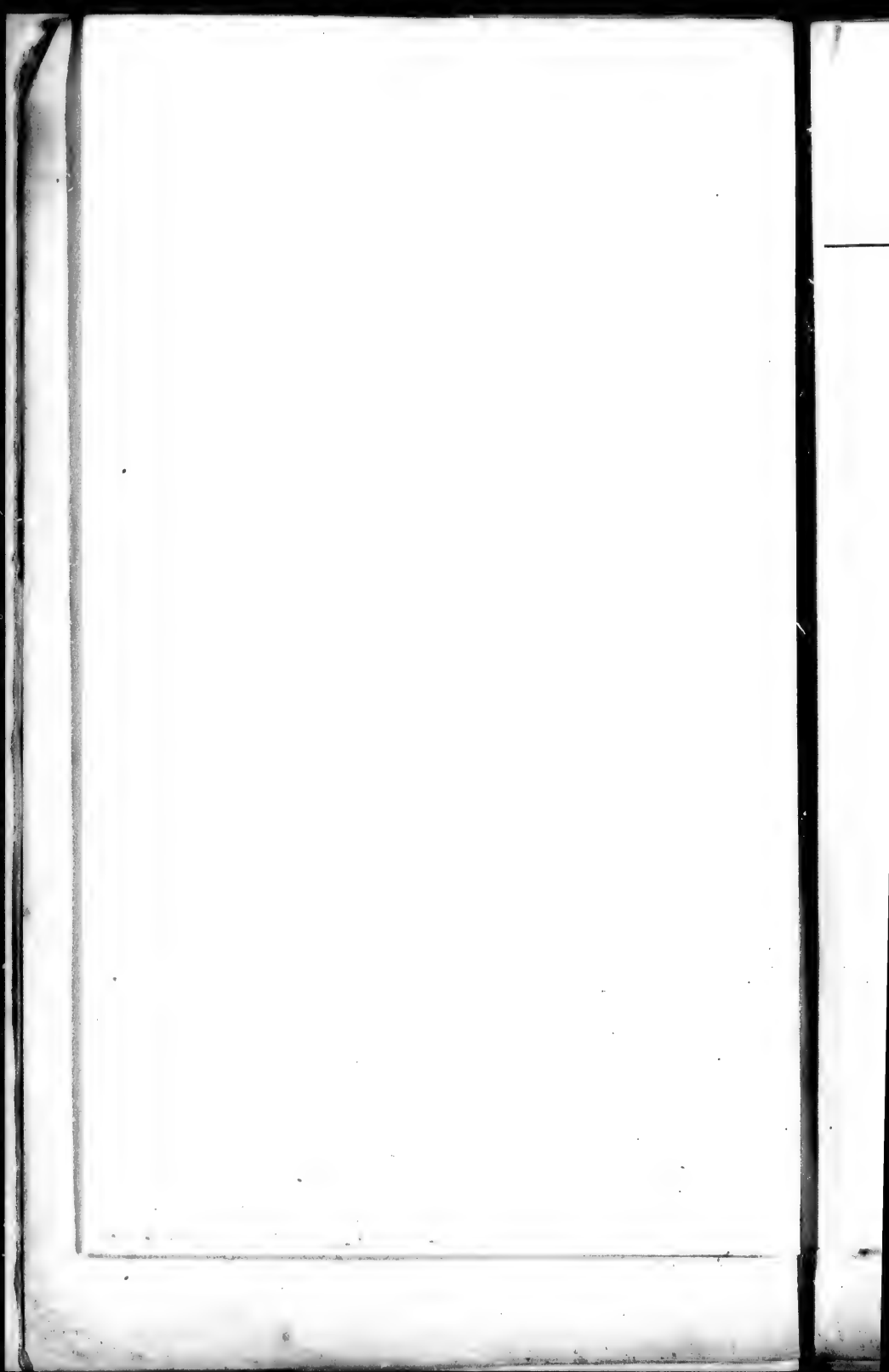
*to New Westminster, British Columbia, 2800 miles.
 Railway, New York to San Francisco, 3250 miles.*

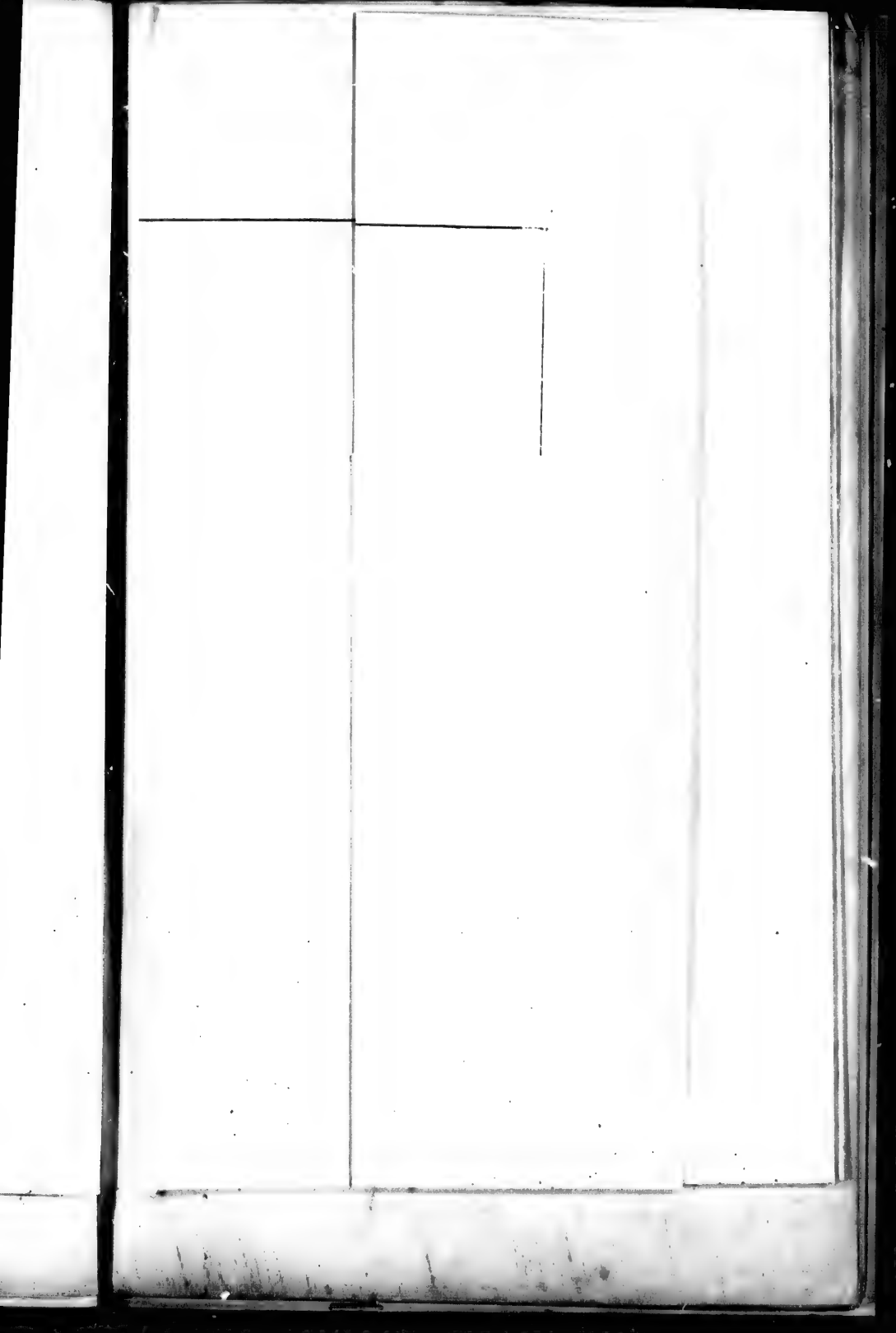
2000 MILES

C O C E A N

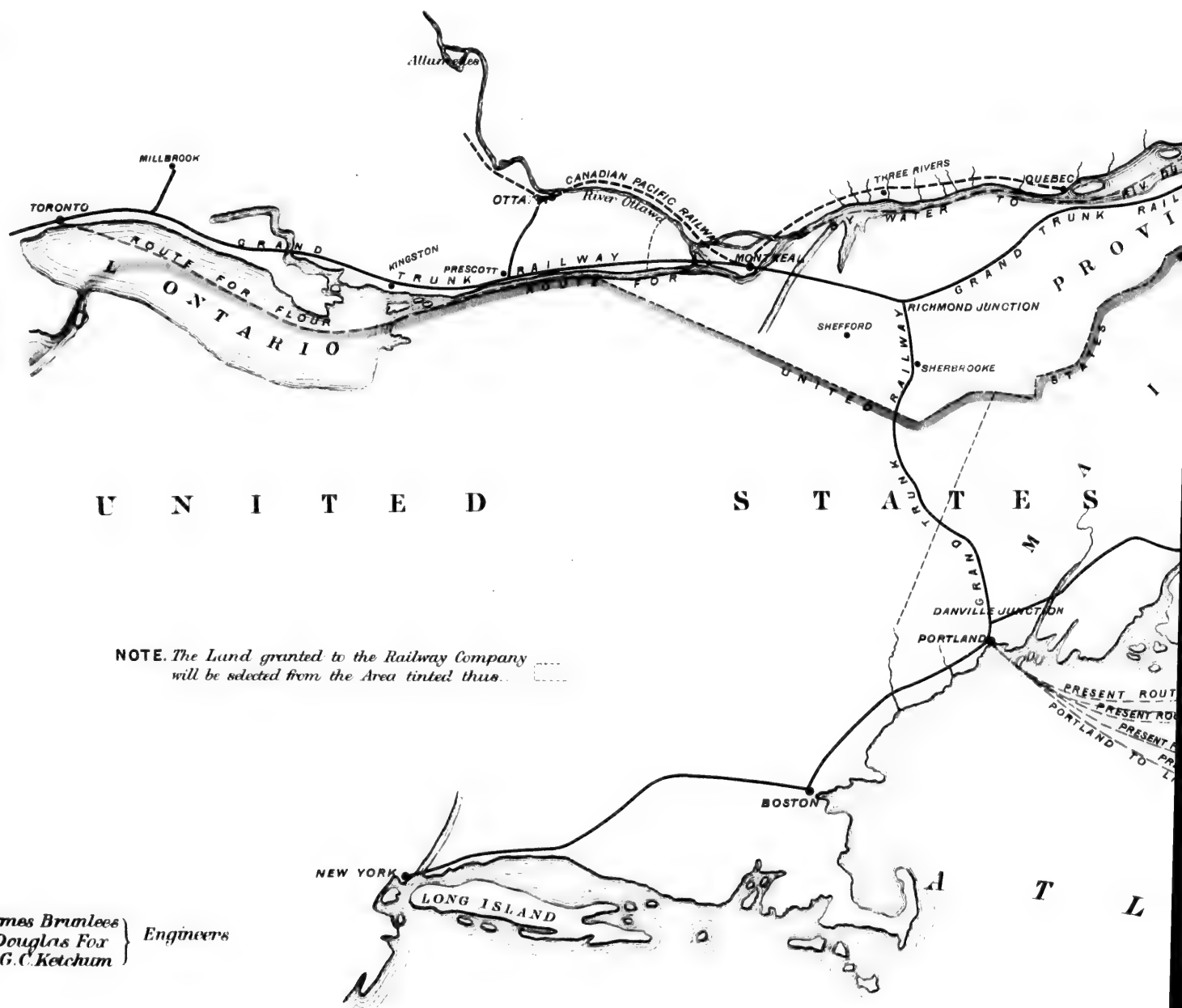


AZORES





MAP SHEWING
THE QUEBEC & NEW BRUNSWICK RAILWAY,
AND ITS CONNECTION WITH THE RAILWAYS OF CANADA.



NOTE. The Land granted to the Railway Company
will be selected from the Area tinted thus.

James Brunlees
C. Douglas Fox
H. G. C. Ketchum } Engineers

This map illustrates the Maritime Provinces of Canada, including New Brunswick, Nova Scotia, and Prince Edward Island, along with parts of Quebec and Labrador. Key geographical features include the St. Lawrence River, Gulf of St. Lawrence, Bay of Fundy, and the Atlantic Ocean. Major cities and towns are labeled, such as Quebec, Montreal, Fredericton, St. John's, and Halifax. The map also shows various islands, including Anticosti, Magdalen, and Cape Breton. Dashed lines indicate shipping routes for flour and passengers, with distances like 168 miles and 2713 miles noted.

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PROSPECTUS.

THE QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY, LIMITED

(FROM THE PORT OF RIVIERE DU LOUP, ON THE ST. LAWRENCE, TO
THE CITY OF FREDERICTON, WITH A BRANCH TO WOODSTOCK).

WITH GRANTS OF LAND IN FEE-SIMPLE AMOUNTING TO
2,500,000 ACRES.

Authorised Share Capital £750,000, divided into 37,500 Shares of
£20 each, with power to borrow to the extent of £3,000 per
mile in Mortgage Debentures bearing 6 per cent. interest.

A Deposit of £1 per Share on Application and £3 on Allotment.
Calls of £2 per Share at intervals of not less than 4 months.

DIRECTORS IN ENGLAND.

PROVISIONAL DIRECTORS IN CANADA.

(Appointed by Act of Canadian Parliament.)

The Hon. ROBERT D. WILMOT, Senator, Fredericton.
The Hon. CHARLES CONNELL, M.P., Woodstock.
The Hon. THOMAS MCGREEVY, M.L.C., Quebec.
THOMAS WORKMAN, Esq., M.P., Montreal.
JOHN PICKARD, Esq., M.P., Fredericton.
ALEXANDER GIBSON, Esq., Merchant, Fredericton.
JOHN BOYD, Esq., Merchant, St. John.

BANKERS.

London.

THE BANK OF MONTREAL, Montreal.
THE BANK OF NEW BRUNSWICK, St. John.
THE PEOPLE'S BANK, Fredericton.

SOLICITORS.

Messrs. HARGROVE, FOWLER, and BLUNT, 3, Victoria Street, Westminster,
London.

Messrs. ALLEYN and CHAUVEAU, Quebec.

Messrs. FRASER and WINSLOW, Fredericton.

ENGINEERS.

JAMES BRUNLEES, Esq., 5, Victoria Street, Westminster.
C. DOUGLAS FOX, Esq., 6, Delahay Street, Westminster.
H. G. C. KETCHUM, Esq., Fredericton, New Brunswick.

SECRETARY.

E. HUTCHINGS, Esq., 1, Victoria Street, Westminster, London.

PROSPECTUS.

THIS Company is formed for the purpose of constructing and working, under Charters granted by the Dominion of Canada and the Province of New Brunswick, an important commercial line of Railway from Rivière du Loup (a port on the St. Lawrence and the present terminus of the Quebec Railways) to a junction with the New Brunswick Railways at the City of Fredericton, with a Branch to Woodstock, and a junction there with the Railways to St. Andrew, St. Stephen, and the United States, so as to form a continuous line from Western Canada and the St. Lawrence to the city of St. John, New Brunswick, and the Atlantic seaboard.

The length of the main line between Rivière du Loup and Fredericton is about 242 miles, which, together with the necessary branches to Woodstock and Rivière du Loup Pier, make a total of about 250 miles to be constructed.

The route has been surveyed and detailed estimates prepared by Mr. C. Douglas Fox and Mr. Ketchum, from which it has been ascertained that the cost of construction, including all contingent expenses, will not exceed £5,000 per mile. It is of great importance that the Railway should be completed at the earliest date; and if the works are commenced in May next there will be no difficulty in effecting this in the course of 1873.

The Plans and Sections of the Line have been submitted to Mr. Brunceles, and he has revised and confirmed the Estimates.

The Governments of New Brunswick and Quebec have granted in aid of the undertaking the munificent donation of 10,000 acres of fine agricultural and timber lands, to be given to the Company for every mile of Railway constructed in the Counties through which it will pass.

Subscriptions in Canada of shares and bonuses, which can definitely be relied upon, amount to upwards of £70,000, and measures are being taken to secure further aid to a very considerable amount.

The commercial advantages of this undertaking are as follows:—

I. It is (as officially declared by the Montreal Board of Trade) the shortest and cheapest route for freight, entirely through British

territory, from Western Canada to the Atlantic seaboard, and is in direct connection with the harbours of St. John, St. Andrew, and St. Stephen, which are open at all seasons of the year.

II. It is the most direct route to Quebec for passengers to and from Europe, either by way of St. John or by Annapolis and Halifax, and will command a large and increasing amount of local traffic.

III. The distance from Quebec to St. John, by this route, is shorter than by any other; being only 435 miles as against 573 miles by the Intercolonial Railway, and 606 miles by the Western Extension Railway, *via* the United States.

IV. It will connect through Quebec, with the North Shore Railway, the Canada Central, and ultimately the Dominion Pacific Railway, thus making St. John and St. Andrew the winter ports of the shortest Pacific line on the American continent.

V. The maritime provinces of New Brunswick and Nova Scotia depend chiefly for flour and other articles of consumption upon Ontario (Canada, West), and this traffic must for the most part pass over this Railway. In addition to the shortness of this route, it avoids the necessity of goods being forwarded in bond through the United States as at present, and the consequent extra handling, transshipment, and insurance costs will be saved. There will be a large return traffic in West India produce and European and other imported goods.

VI. The local traffic will be considerable, as the Railway passes mainly through a well-settled and prosperous district, abounding in water-power, and vast forests of timber, in iron and other raw materials for manufactures, and with immense agricultural resources still undeveloped and capable of sustaining a very large increase of population, which, so soon as facilities are afforded by the Railway, can be readily supplied by a proper system of immigration.

VII. The Timber granted by the Provinces is of great value, and the annual yield from the forests has been officially estimated at seventy millions of superficial feet. The enhanced value of the land, caused by the completion of the Railway and the development of the

district, will in itself go far to reimburse the whole cost of the undertaking.

VIII. The gross receipts on 2,178 miles of Railway in Canada and the State of Maine, as shown by official returns, were £3,070,134 in 1869-70, and the net earnings, after deducting expenses, were £1,32,632 for the same period. This gives an average gross receipt of about £27 per mile per week, and an average net revenue of £10 per mile per week.

It may be fairly calculated that the traffic of this Railway will be considerably above the average; but, taking it at a net revenue of £10 per mile per week, or an annual revenue of £130,000, there will be, after deducting the interest on the debentures (£45,000), a balance of £75,000, which would give a dividend on the share capital of ten per cent. per annum. *This is of course exclusive of the large revenue to be derived from the sale of timber and from land.*

ENGINEERS' REPORTS AND ESTIMATE.

6, DELAHAY STREET, WESTMINSTER, LONDON.
13th March, 1871.

To the CHAIRMAN and DIRECTORS of the QUEBEC and NEW BRUNSWICK
RAILWAY COMPANY (LIMITED).

GENTLEMEN,

At the request of Mr. Brunlees, Mr. C. Douglas Fox visited New Brunswick and the Province of Quebec last Autumn with regard to your proposed Railway, and personally inspected the route selected by Mr. Ketchum, under whose direction plans and sections of this Railway have been prepared, and, these being now before us, we have the honour to submit the following joint Report:—

According to the terms of the Charter granted by the Parliament of Canada, the line of Railway is described as running from some point on the River St. Lawrence between Kamouraska and Rivière du Loup to connect with a line of Railway at Edmundston, to be constructed to that point under powers granted by the Legislature of New Brunswick, and “so as to form a continuous line of railway from the River St. Lawrence to the City of St. John.”

An engineering and commercial question therefore immediately

presents itself as to the choice of the Northern Terminus, and a great deal depends upon its proper selection.

There is no point on the southern shore of the St. Lawrence, between Kamouraska and Rivière du Loup which is so desirable as the latter place for such terminus, or which affords the same facilities as a port of embarkation and discharge for vessels to and from the western great lakes.

Here the Government has erected at great expense a Pier for the accommodation of vessels and steamboats having a minimum depth of water at low tide of 14 feet. Vessels come upwards of 1,000 miles through the inland waters and canals of Canada, and land their freight at this point without once breaking bulk. The same class of vessels, from their build, could not proceed further down the gulf or to the ocean.

It is of great importance to obtain the shortest land transit from the St. Lawrence to the Atlantic; goods will thus be transmitted by your Railway directly from the inland vessels at the least possible expense either for distribution to the Lower Provinces, or for exportation to Europe, the West Indies, or South America.

The selection of a point more to the Westward than Rivière du Loup would increase the length of Railway to be constructed, whilst it would also lengthen the distance from the River St. Lawrence to the Atlantic.

The Port of Rivière du Loup is therefore recommended by us as the most desirable point for the Northern Terminus of the Railway, and to secure the advantages mentioned a branch line should be constructed to the Government pier before mentioned, which can be readily done.

It will be seen by the Map that the Quebec system of Railways at present terminates eastwards at Rivière du Loup, whilst the New Brunswick system, very shortly to be placed in direct connection with the United States and Nova Scotia railways, terminates northwards at Fredericton and Woodstock.

Your Company's Railway, 242 miles in length, or, together with the branches to Woodstock, and to the Pier at Rivière du Loup, 250 miles, forms the most direct and convenient link of communication to connect the whole system of Railways in Canada with that of the maritime provinces of New Brunswick and Nova Scotia, and the United States.

The route of the Intercolonial Railway, which was adopted for political and strategical reasons, is too circuitous to be of value for commercial purposes, as it still leaves the greater part of New Brunswick and Nova Scotia dependent for supplies upon the Railways passing through the United States.

Your line runs entirely through British territory and gives to all the Railways of Canada, and ultimately to the Dominion Pacific Railway direct access to the independent Atlantic ports of St. John, and St. Andrews, which are open all the year round.

Before commencing the description of the line surveyed we must advert to the courtesy of Sandford Fleming, Esq. Chief Engineer of the Intercolonial Railway, who placed at our disposal, under instructions from the Government of Canada, the survey notes, plans, and sections of 83 miles of the line, namely, that part from Rivière du Loup station to the boundary between Quebec and New Brunswick, 67 miles, and from Estey's bridge on the Keswick to St. Mary's opposite Fredericton, 16 miles.

We are indebted, therefore, to this Gentleman and to the Government of Canada for being able to make a reliable estimate of the whole line, at a much earlier period than we otherwise could have done, and at a great saving of expense.

The remainder of the line has been surveyed by an experienced staff.

Quebec Division.—The line of survey commences at a point a little to the westward of Rivière du Loup, and in a short distance from this crosses the Rivière du Loup itself. The Bridge here and that over the Madawaska are the most important ones in the whole length of the Quebec division 79 miles in length. We may here remark that the principal engineering works throughout the line are its bridges, those over the St. John and its various tributaries being the most important.

None of these bridges present any special difficulties and the local facilities for their construction are such as to much reduce their cost, which has, of course, been amply provided for in the estimates.

After crossing the Rivière du Loup the line proceeds in a southeasterly direction over gently undulating ground, after which it rises till it reaches the summit of a dividing water-shed between the Rivers

St. Lawrence and St. John. The line here attains an elevation of 1,350 feet above the River St. Lawrence, and about 1,000 feet above its starting point.

The only gradients of importance on the whole line are encountered in the ascent and descent from this summit, the maximum being 1 in 50, and this is capable of improvement when the line comes to be set out. The whole line can be improved in many ways, and great saving, more especially in earthworks, effected when the working surveys are in progress, but as a precaution the quantities shown by the preliminary surveys have been in every case adopted in the estimates.

From the summit level the line gradually descends, with about the same gradients as in the ascent, to Lake Temnisonata.

It then skirts the shores of this magnificent lake, which is about 30 miles long, there being in this district the chief earthworks on the line until it arrives at Degel , where all heavy work on this section ends and whence it follows the level valley of the River Madawaska with but little work of any kind, crossing the boundary between Quebec and New Brunswick, about the sixty-seventh mile.

Twelve miles further, after crossing the River Madawaska, at about a mile from Edmundston, the line enters the broad and fertile valley of the St. John.

New Brunswick Division.—From the village of Edmundston, which is a flourishing place, to Colebrook, a distance of about 38 miles, the line follows the eastern side of the River St. John, the Western side belonging to the United States.

At Colebrook, commonly called Grand Falls, the River leaps down a depth of 74 feet, and thence dashes through a narrow cleft in the limestone formation, and in the short distance of a quarter of a mile falls an additional 45 feet—making a difference of 119 feet in the level between the upper and lower basins.

Up to this point, upwards of 200 miles from the Atlantic, the river is navigable for small stern-wheel steamers of light draught, but only for two or three weeks in the spring and autumn floods.

There is therefore, practically, except for this short period, no competition with water communication.

From Grand Falls to Woodstock the line surveyed is on the western side of the river. The survey was made on that side because

it was supposed the works were less costly, and the Railway would there draw more traffic from its proximity to the American border. It is, however, optional with the Company to adopt a line on either the eastern or western side, so long as it was within the valley of the River St. John. A survey on the eastern side may be hereafter found advisable, and, if the works are less costly, should be adopted. In the meantime the surveys on the western side furnish a safe basis of calculation for our estimate.

From Grand Falls, where it crosses the River St. John with a single span of 200 feet, the line follows the contour of the river slope descending with moderate gradients to the Arestook river.

The works in the neighbourhood of Grand Falls will be considerable.

From the mouth of the Arestook to Woodstock the valley of the River St. John rises for the most part in one or more terraces from its margin and the works are light and the gradients and curvature slight. At Woodstock the line will join the Woodstock Railway which, in connection with other railways, leads to St. John, St. Andrew's, St. Stephen's, and the United States.

A Bridge across the River St. John, somewhere near Woodstock, is a necessity, whether the line be built on the Eastern or Western side. According to the existing survey, the main line to Fredericton diverges from the river six miles above Woodstock, or at the 184th mile from Rivière du Loup. It is the interest of the Company to adopt the shortest practicable route for the main line to Fredericton and St. John. The route surveyed is no doubt capable of much improvement, and is not to be taken as final. It proceeds directly after crossing the River St. John to the head waters of the Nackawickae River, and descending its valley for some distance crosses the main branches of the Nackawickae, and thence proceeds directly to the Mactaquac waters at Caverhill. After following the latter stream, advantage is taken of a low pass through the Keswick ridge, where the line strikes the beautiful valley of the Keswick, and follows it to the River St. John and so along its banks to the village of St. Mary's, opposite the City of Fredericton. It here crosses the Main River St. John by a bridge 2,500 feet long, and connects on the Western side with the Fredericton Railway, which leads directly to St. John.

This Bridge is the chief work of the Line, but is only important on account of its length, the depth of water not being great; the bed of the

river being favourable for its construction, and the necessary materials being readily obtained; and, as this Bridge is of great local as well as general importance, it is expected that considerable Subsidies will be obtained towards its cost.

The whole of the line, with the exception of the first 40 miles from Rivière du Loup, will pass through a rich agricultural and well-settled country, possessing great advantages both for the farmer and for those engaged in the lumber trade. Timber of fine quality abounds in the neighbourhood of the Railway.

Land.—The land will not be costly to obtain, and the process of appropriating it is very simple.

Clearing.—There will not be much clearing, as the line does not run through any forest for about 200 miles.

Fencing.—Fencing materials are easily obtained, and the simple kind used by the farmers along the route should be adopted for the Railway.

Earthworks.—The earthworks are light, and generally speaking of favourable materials.

Rock Excavation.—The Rock excavation will be chiefly found in the Quebec division; ample allowance has been made for this item in the estimates.

Bridges.—Stone for bridge masonry is not abundant, and must generally be looked for at a distance from the line. In some cases iron would be cheaper. Iron girders will be found to be more economical in the larger bridges than wood, being more permanent. In all cases of spans under 60 feet wooden superstructures should be adopted.

Sleepers.—Sleepers can be procured, delivered, and distributed on the railway for a comparatively trifling cost. Timber of the best description abounds everywhere, and the proximity of the river and good roads afford facilities for the transport of materials of every description.

Ballast.—Ballast is found along the River St. John, and is for the most part of good quality.

Rails.—The Rails should be not less than 56lbs. to the yard, and of the best quality of iron; they are allowed to enter free of duty.

Stations.—Stations to suit the requirements of the traffic can be erected very economically.

Rolling Stock.—The Rolling stock should be of the lightest and most modern description, suitable to the country. Patterns being sent from England, the Woodwork would be very cheaply made in New Brunswick.

Estimates.—In conclusion, we have carefully made and again examined the Estimates, and find that the Railway can be completed in a good, substantial manner, including Stations, Rolling Stock, Engineering, Management, and Contingencies, for the sum of £1,250,000, or about £5,000 per mile, as set forth in the Estimate appended hereto, and can be completed in about two years.

We have the honour to be,

Gentlemen,

Your most obedient Servants,

CHARLES DOUGLAS FOX.

H. G. C. KETCHUM.

5, VICTORIA STREET, WESTMINSTER,
March, 1871.

To the DIRECTORS of the QUEBEC and NEW BRUNSWICK RAILWAY
COMPANY.

GENTLEMEN,

Having been requested last summer to undertake the engineering of your Railway, and being unable personally to proceed to Canada, I availed myself of the opportunity afforded me by Mr. Douglas Fox's visiting Quebec to arrange with him that he should examine the route with Mr. Ketchum, by whom the proposed line has been laid out, and who has for some years been engaged in the construction of Railways in New Brunswick, and in conjunction with him obtain such information as would enable me to form an opinion upon the line, and the probable cost of its construction.

Since the return of these gentlemen, I have carefully examined the plans and sections prepared by Mr. Ketchum, and have considered the information supplied to me by him and Mr. Fox, and I am of opinion that great judgment and care have been shown in the

selection of the best route for the Railway, though it is possible that in the final location of the line modifications may be introduced by which a considerable saving may be effected in the amount of the work shown on the preliminary surveys.

I have made the requisite calculations of the cost of the works, and consider the whole line, as shown on the plans and sections furnished me, may be finished and equipped, ready for traffic, for the sum of £1,250,000, or at an average cost of £5,000 per mile. This amount would, in my opinion, secure a thoroughly good, first-class Railway, and in order to ensure the works being completed within the Estimate, I would advise that the earthworks and general preparation of the road bed should be let in sections to local contractors, and that the Company should supply the permanent way materials and the rolling stock.

In order to provide for the continuity of transit and the through traffic, which will be a prominent feature upon this Railway, I consider that, though a narrower gauge might offer some advantages with regard to economy of construction, it will be desirable that this line should be 4' 8½", upon which gauge the Estimate is based.

The commercial advantages of the undertaking have already been carefully detailed and placed before you, and possessing, as this Railway does, such a large prospective traffic, combined with its very moderate first cost, as compared with other British North American Lines, together with the great advantages and sources of revenue conferred upon the Company by the liberal grants of land from the two provinces, I am of opinion that the returns upon the capital invested in it cannot fail to be very remunerative.

I am, Gentlemen,

Your obedient Servant,

JAMES BRUNLEES.

ESTIMATE OF COST.

Length 250 miles.	Single Line.
	£
Land and Compensation - - - -	15,000
Clearing - - - - -	3,750
Fencing - - - - -	15,000
Earthworks, including Rock Excavation -	390,000
Iron Bridges and Masonry - - -	126,750
Smaller Bridges, Culverts, Drains - -	25,000
Public and private Road Crossings, and Road Diversions - - - - -	12,500
Permanent Way - - - - -	336,250
Sidings, 12½ Miles - - - - -	16,500
Rolling Stock - - - - -	75,000
Stations - - - - -	25,000
Total cost of Works -	1,040,750
Contingencies, including Engineering and Management, 20 per cent. - - -	208,150
	1,248,900

Equal to an average of £4,996 per mile.

JAMES BRUNLEES.

CHARLES DOUGLAS FOX.

H. G. C. KETCHUM.

16th March, 1871.

GENERAL OBSERVATIONS :

COMMERCIAL ADVANTAGES.—LAND GRANTS.—TRAFFIC STATISTICS, &c. &c.

To appreciate fairly the commercial value of the line from Fredericton to River du Loup, it is necessary to examine the map which forms the frontispiece to this Pamphlet, in order to see the proposed route in contrast with existing lines : as by this means the great economic advantages of the proposal will be at once evident.

This route possesses advantages over every other yet proposed through British territory, as constituting, with its connections—in addition to the important local traffic which it will command and develop—the shortest and most direct medium of communication between the several Canadian Provinces, east and west.

All the railways in the Dominion, and especially those of New Brunswick and Nova Scotia, will benefit by the completion of this link in the chain of inter-colonial communication.

Whilst it will open to the people of Quebec the resources of the great and fertile valley of the River Saint John, now closed to them entirely, and attract the large traffic of the Aroostook and northern part of Maine, it will enable the city of Saint John to recover the trade of that vast agricultural and manufacturing country, now partially lost, and give that city the status to which its position and harbour entitle it, as the natural ocean terminus of the future British Pacific Railway.

The difficulty and expense, as well as the delay and risk, in getting provisions and merchandise to the Upper Saint John, and lumber to market, has, with truth, been urged as the great hindrance to settlement and enterprise in that region. Yet notwithstanding so many disadvantages, there is not a people in the Dominion more enterprising, industrious, or prosperous, than the inhabitants of that part of this country.

With the impetus to be given to trade by means of this Railway,

the development of this magnificent country, the extra production of lumber and grain, the extension of the mines already discovered, as well as the opening up of resources hitherto dormant, the enlargement and increase of manufactories, and the immigration of settlers consequent upon the extra demand for labour, and reduced cost of provisions, this enterprise promises advantages especially recommending it to the consideration of capitalists.

In 1852, the Hon. Sir Francis Hincks, the Finance Minister of Canada, in conjunction with several eminent public men, commissioners, &c., were delegates to England, and pressed the importance of the route upon the attention of Lord Derby, at that time the Colonial Minister; and their report emphatically stated that "*the question as to the eligibility of this over any other route did not admit of any argument in a commercial point of view.*"

The same report points out that the bread stuffs and provision traffic which are now required for New Brunswick and the State of Maine, and are subject to enormous charges for transport, would give *at once a remunerative character to the enterprise*. It should be borne in mind that this opinion was arrived at nearly twenty years since, when the development of the district was in a nascent condition, and was very limited in its character, and when its commercial activity was small indeed in comparison with the actual position of the province at this moment.

Mr. Fleming, in his Report on the Intercolonial Railway route, page 51, states that "the lumbering operations of New Brunswick are now (185) carried on chiefly on the upper waters of the St. John, and the supplies for the lumber men which are not provided in the locality are now in a great measure brought from the United States by water up to the city of St. John, and thence up the river. A Railway from River du Loup through this section would enable provisions for consumption in the lumbering district, not only of New Brunswick but also of Maine, to be brought in from Canada, and thus greatly tend to develop the industry and resources of these regions. At the present time, Canadian flour may be seen within 60 miles of the St. Lawrence, after having been transported in the first instance to New York or Portland, then shipped to St. John, and then floated up the river in steamers and flat boats."

The construction of the proposed Railway will entirely change the nature of all this transit by the many economic advantages which will be secured. The interests which will be benefited are immense, as may for example be shown in the matter of flour as a single illustration. The Annual Report of the commerce of Montreal for the year 1869 shows that in that single year 543,412 barrels of flour were shipped to the maritime provinces from Western Canada.

The transit traffic through the United States is hampered and embarrassed in every possible way by the authorities. President Grant has, in his last annual Message to Congress, requested that body to give him the legal powers to suspend, by proclamation, the transit of all goods from Canada through the United States. If the threat were carried into execution, the construction of the Railway would become an absolute necessity. The commercial value however of this enterprise is independent altogether of this contingency, as is shown by the following Tables:—

The following TABLE shows the POPULATION of the DIFFERENT COUNTIES in 1861, the DECENNIAL RATE of INCREASE, and the ESTIMATE for 1871.

	1861.	Rate.	1871.
County of York . . .	23,393	33 per cent.	31,190
„ Carleton . . .	16,373	47 „	24,068
„ Victoria . . .	7,701	42 „	10,935
„ Temiscouata . . .	18,561	42 „	26,356
„ Aestook			30,000
		Total . . .	<u>122,559</u>

The County of Victoria is said to have more than doubled its population during the past ten years; the numeric estimate of this population is not however to be taken as the only test of its value. The numbers given above represent a population which, in less than 50 years, has settled the district in the face of great difficulties for want of roads and means of communication, and other disadvantages.

In the year 1861 the population of the entire district, which for commercial and traffic purposes will be contributors to the proposed Railway, was declared from Census Returns as follows:—

Province of Quebec	-	-	-	-	-	1,111,556
New Brunswick	-	-	-	-	-	252,047
Nova Scotia	-	-	-	-	-	330,857
Ontario	-	-	-	-	-	1,396,091
Total						<u>3,090,551</u>

The census which is now being taken is confidently estimated to show a gross population of over 4,000,000 souls.

The trade of New Brunswick with the West Indian Islands, South America, and other countries is rapidly increasing and has become very important, and this Railway will give immense advantages to the merchants of Quebec and Ontario, who will be able to receive their goods through this route weeks in advance of the opening up of the navigation of the St. Lawrence. A line of steamers is now running regularly between St. John and Great Britain, and Messrs. Gibbs, Bright, and Co. will start another Line from Liverpool in April next, and there is no doubt that upon the completion of this Line of Railway, the Allan Line of steamers will make the harbour of St. John their winter Port, instead of Portland (Maine), as at present, and the British Mails for all Canada, now carried by that Company, will pass over this Line. On all hands there is an increasing commercial activity which will secure at the outset a steady yet rapidly expanding traffic for the line.

The point which gives to this line a special value is, that it secures for the produce of the country, as well as the merchandise of Europe and the West Indies, an independent route without leaving British soil. It removes the necessity of transit in bond over the territory of the United States. It has thus political as well as commercial advantages to offer; for in the event of any suspension of international transit in bond, the provinces would find in British ports a secure and expeditious outlet for their trade, which would be freed from any embarrassments, and would offer very important economic advantages in strengthening the relationship between the several provinces of British North America; and, whilst for military purposes this Line would not lessen the usefulness of the Intercolonial Railway, there can be no doubt that it would be an additional if not a better means of security to Canada and the British Empire.

The brief summary now given of the commercial advantages of the project will, however, be incomplete without a direct reference to the manner in which the Provincial Government has taken steps to place the prosperity of the undertaking upon a basis which admits of no doubt or uncertainty.

The legislature has conveyed over to the enterprise in absolute right, and with all legal formalities, two millions five hundred thousand acres of land, which is to be selected from the area tinted red on the accompanying map, and actually forms a portion of the district over which the line will traverse. The importance of this cannot be overstated, as it gives undoubted evidence of the great value of the undertaking in the eyes of the Legislature, and fully confirms the statements contained in the prospectus of the promoters.

Upon the completion of the Railway the development of the land by a well-considered and comprehensive plan of settlement and immigration will become the chief object of the Company, and a large sum of money will at once be realised by sales. This step will increase the traffic of the line, as every settler will contribute to the productive force of the district, and will become a permanent customer to the Railway. The reports of the Crown surveyors, which are printed, and will follow these pages, show that from this district the annual yield of timber is about 70,000,000 of superficial feet, and hence at once an industry will be ready to hand which will determine the traffic receipts of the Railway; and it is equally certain that as soon as the line is opened a large stream of voluntary immigrants will seek the district, and the settlement of agriculturists will be rapid and successful. The land conveyed to the Railway Company is of the finest description for all agricultural purposes; it is fertile, well watered; and of easy access, and the climate is in the highest degree healthy. It is therefore evident that, apart from the operations of the Railway as a carrying Company, it will immediately secure an annual source of revenue by the sale and settlement of its lands. This revenue will rapidly expand, and at no distant date a fund will be realised which may entirely recoup the original cost of the line.

The workmen who will be engaged on the works will have grants of land secured to them in proportion to the length of their services.

The settlement of the lands, it may be fairly assumed, will be rapidly effected, being in the hands of a Railway Company, which will offer inducements and spread correct information as to the agricultural capabilities of the country. Emigrants cannot fail to be drawn to the district for the purpose of permanent residence.

That this view is not an over-sanguine one, will be shown by the following extracts from an official report by Professor J. F. W. Johnston, who, acting under instructions from the Government, visited New Brunswick, to investigate and report upon the province as an agricultural field for English colonists. Professor Johnston's opinion has, therefore, great value, from his high position as an agriculturist and from his strictly impartial character. The report bears date 1849, and was dedicated to His Excellency Sir E. W. Head, the Governor of the provinces, and published in 1850. It occupies ninety-four pages in small type, and enters fully upon all questions bearing upon the future development of the Province of New Brunswick.

Of the climate, Professor Johnston says, "It is an exceedingly healthy climate; every medical man I have met in the province, I believe, without exception, and almost every other person I have conversed with, assure me of this, and the healthy looks and the numerous families of the natives of all classes confirm these assurances. It does not prevent the soil from producing crops which, other things being equal, are not inferior either in quantity or quality to those of average soils in England, while the Tables of Produce show that, according to our present knowledge, it permits the soil of New Brunswick to yield crops which exceed the present averages of Upper Canada and the States of New York and Ohio (p. 38).

As to the effects of the long winter and severe frosts on farming operations, Professor Johnston says:—"On the whole I think we must allow that, though the period for outdoor labour is shorter in New Brunswick—as it is in the Canadas, Maine, and in the Northern States—than in England, or in parts of Scotland, yet that the action of winter upon the soil is such as materially to lessen the labour necessary to bring it into a proper state of tilth; we may, I think, fairly conclude that there is nothing in the length of the winter which ought, (when time is diligently employed and *its value is known*),

seriously to interfere with the progress of outdoor operations or materially to add to the expenses of arable cultivation" (p. 46).

Professor Johnston gives the average produce of crops, per Imperial statute acre, in the State of New York and the Province of New Brunswick (1845), as follows :—

New York.			New Brunswick.	
Wheat, per Imperial acre, 14 bushels			20 bushels	
Barley	"	16 "	29 "	
Oats	"	26 "	34 "	
Rye	"	9½ "	20½ "	
Buckwheat	"	14 "	33½ "	
Indian corn	"	25 "	41½ "	
Potatoes	"	90 "	226 "	
Turnips	"	88 "	460 "	

(p. 27).

Of the special characteristics of the district through which the line will pass and where the land granted to the undertaking is situated, the Report of Professor Johnston is most important, and the testimony he offers gives every security as to the future of the district and the value of the land now under consideration.

Reference may be here made to the marked success of the Illinois Central Railway, which was constructed on the same principle as is proposed for this line, and to which the State gave 2,595,000 acres only of land for 707 miles of Railway. The sale of this land, which has been described as a treeless and waterless prairie, at present prices only is calculated to recoup the entire capital of the company, which amounts to \$30,000,000. The proposed Railway has proportionately nearly three times the quantity of land granted to it, and it will be seen by the preceding extracts from Professor Johnston's Report, and by the tables which follow, that the quality of the land in this part of New Brunswick is in no way inferior to that of the Western States.

STATISTICS from the CENSUS RETURNS of 1861 of the MANUFACTORIES,
FARM PRODUCE and STOCK in the several Counties through which the
line of Railway passes.

		COUNTIES OF			Total Number.
		York.	Carleton.	Victoria.	
Saw mills	Number	42	33	15	90
Grist mills	"	27	20	11	58
Oat mills	"	6	3	1	10
Tanneries	"	14	10	4	28
Foundries	"	2	1	0	3
Weaving and carding mills }	"	5	4	5	14
Land improved	acres	90,413	81,247	33,208	204,868 acres
Hay	tons	36,354	29,787	9,905	76,046 tons
Wheat	bushels	11,444	27,103	10,407	48,954 bushels
Barley	"	2,563	4,773	7,657	14,993 "
Oats	"	325,000	494,583	101,730	921,313 "
Buckwheat	"	85,718	198,883	55,795	340,396 "
Indian corn	"	5,383	3,968	159	9,510 "
Rye	"	4,523	15,167	5,289	24,979 "
Turnips	"	91,478	73,032	14,665	179,175 "
Potatoes	"	266,789	213,562	88,527	568,878 "
Carrots	"	6,982	1,065	90	9,037 "
Butter	lbs.	554,831	486,711	131,593	1,173,135 lbs.
Cheese	"	47,381	25,511	2,094	74,986 "
Honey	"	8,315	11,651	350	20,316 "
Wool	"	69,929	70,028	19,861	159,818 "
Pork	"	862,362	880,511	396,100	2,138,973 "
Maple sugar	"	11,923	25,489	50,876	87,658 "
Horses	No.	3,685	3,904	1,367	8,956 No.
Milch cows	"	7,753	6,335	1,978	16,066 "
Working oxen	"	1,677	1,231	453	3,361 "
Other neat cattle	"	6,879	7,433	2,133	16,445 "
Sheep	"	21,954	19,630	7,770	49,354 "
Swine	"	5,734	7,348	3,715	16,797 "

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COMPARATIVE FERTILITY of the SOIL and VALUE of the CROPS of
NEW BRUNSWICK.

(From the Report of Professor J. F. W. JOHNSTON "On the Agricultural
Capabilities of the Province of New Brunswick.")

	Average Produce per Imperial Acre.				Average Money Value per Acre of each Crop at the prices of 1848-9.					
	In New Brunswick. 1848.	In New York. 1848.	In Ohio. 1848.	In Canada West. 1848.	In New Brunswick.		In Ohio.		In Canada West.	
					£	s.	d.	£	s.	d.
Wheat, bushels	19½	14	15½	12½	6	13	0	2	19	0
Barley . . .	29	16	24	17½	5	13	7½	2	4	0
Oats . . .	34	26	33½	24½	6	3	6	1	13	9
Buckwheat . .	33½	14	20½	16½	5	5	0	1	16	3
Rye . . .	20½	9½	16½	11½	4	7	0	1	12	4
Indian Corn .	41½	25	41½	21½	8	10	4	2	15	0
Potatoes . .	226	90	69	84	19	11	0	6	9	4½
Turnips . .	456	88								

The preceding tables are intended to show that the scheme now proposed has been carefully considered, and that the undertaking rests upon a secure basis of facts which are given by the highest authority, and are above suspicion. The opinion of the country is decidedly in its favour, as is shown by the cordial manner in which the public bodies in the provinces have taken up and advocated it, and by the substantial aid they have given to the enterprise. The Council of the Montreal Board of Trade has taken up the matter, and the following minute is the result of its matured deliberations:—

Copy of EXTRACT from Minutes of SPECIAL MEETING of Council of
MONTREAL BOARD OF TRADE, held on Saturday 19th November,
1870.

After a careful examination of the several railway routes from Mon-
treal to St. John New Brunswick, where there is an open seaport
throughout the year, the Council of the Montreal Board of Trade

have no hesitation in declaring that the line presenting the shortest distance between the River St. Lawrence and the port of St. John aforesaid, is that whose initial point is at or near River du Loup, the distance being not more than three hundred miles, and wholly through Canadian territory.

Among the immediate advantages to be conferred upon the trade of the Dominion by the construction of the Railway above-mentioned, it may be specially stated that propellers and steamboats from the interior may then deliver their cargoes of flour, &c. at River du Loup, to be transported thence to St. John, and thence distributed to Nova Scotia and elsewhere in much less time, and at less cost, than by any other route, also opening direct trade with the valley of the St. John River, as well as avoiding the delay and expense incident to transit through United States territory. And these benefits would be very largely increased when the Canadian canal system shall have been extended and enlarged to its full capacity.

Further and generally, the Council believe that the speedy construction of the proposed Railway from the River St. Lawrence, *via* Woodstock and Fredericton, to St. John, N.B., suggested and recommended by the Government of Canada in 1852, deserves public attention on account of the great commercial advantages it will afford in opening up a route whereby supplies of all kinds can be furnished for the Upper St. John Valley, and for lumbering purposes connected not only with the Province of New Brunswick, but also with the State of Maine.

Montreal, 21st November, 1870.

A true Copy certified by, WM. J. PATTERSON,
Secretary Montreal Board of Trade.

The following is a Resolution passed unanimously by the Dominion Board of Trade of Canada, held at Ottawa on the 20th of January, 1871:—

Moved by James Domville, seconded by W. Howland, of Toronto, that, Whereas it is deemed a matter of the greatest importance that the country should be opened up, as far as practicable, with railroads and canals, and that as the line from River du Loup to St. John, Halifax, and the maritime ports would be a short direct line to the

ocean, through our territory, Resolved that this Board recognises the desirability of a line from River du Loup to Woodstock or Fredericton, as developing an important section of New Brunswick and Quebec, and beneficial, as affording a new and short route for travel and freight between the provinces.

The Boards of Trade of St. John and Quebec gave similar expressions of opinion in favour of the undertaking.

TRAFFIC.

Passengers.—In estimating the local passenger traffic a fair criterion will be the returns of the Government railway in New Brunswick, from St. John to Shediac, which passes through a country inferior to the route of this railway, but at present contains about the same population per mile.

In 1869, the local passengers on this line numbered 160,000 on a length of 108 miles. Applying these very low figures to the Quebec and New Brunswick Railway on 250 miles there would be a proportional number of 370,400 passengers. Assuming these to be carried an average distance of 36 miles at one penny per mile, the receipts would be £55,560.

From the great advantages which the shortness of this route presents over every other from Western Canada to the lower provinces for business men, and its attractions for tourists in summer, it may be assumed there will be at least 300 through first-class passengers per week—or 15,500 per annum—which, at three halfpence per mile, would show receipts from this source of £26,250.

Mails and Sundries.—The Government price paid to the other railway companies for the carriage of the ordinary mails, is the sum of four pence per mile for the use of a mail carriage or compartment. Assuming two up and down mails per diem, this would amount in the year to 313 days at £16 13s. 4d. = £5,216. This is exclusive of the carriage of the European mails which now pass through the United States, a portion of which at least this railway should carry. Almost an equal amount to the above will be derived from the carriage of parcels, and from express companies. These items of mails and sundries may be put down at £10,000.

Through Freight.—This will consist mostly of flour, pork, grain, and other products of the West downwards, either for exportation from St. John to Europe, the West Indies, and South America, or for consumption in the maritime provinces and along the route of the railway. The return freight will be West Indian products, European goods and manufactures.

The Atlantic and St. Lawrence Railway from Portland, Maine, to Island Pond being identically situated, the goods traffic on that railway should be a fair comparison. The receipts on this line were in 1869-70 for 150 miles £159,000; applying these figures to this railway the proportionate earnings would be £265,000, but as this is partly local freight, only one-half of this amount is put down, £132,500.

Local Freight.—The great staple product of Quebec and New Brunswick is timber. Under this head may be included all the various products of the forest, and as this will form the most considerable item of local freight, a detailed estimate is given of the existing traffic from Grand Falls to Fredericton, a distance of about 125 miles:—

ESTIMATE.

				Truck Loads.
5 millions feet B. M. boards, deals, &c.	-	-	-	1,000
90 „ Shingles	-	-	-	1,350
10 „ Laths	-	-	-	325
10 „ Clapboards	-	-	-	1,000
1 „ Palings	-	-	-	125
1 „ Scantling	-	-	-	200
Total truck loads				4,000

These truck loads are taken at 20,000 pounds per load, which at ten pence per carload per mile for 125 miles would amount to - - - - - £25,000

In addition to the above, a large amount of ship timber and knees, sleepers, bark for tanning purposes, wood for fuel, and box shooks, which may be estimated at about the same number of truck loads, but carried only an average of 48 miles - - - - - £8,000

Or a total of £33,000 for the item of lumber.

The construction of the railway will undoubtedly create on all sides a trade which does not now exist, but more especially will this be the case when the head waters of the River St. John are tapped by a railway from a port on the St. Lawrence. Advantage will be taken of the abundant water power; mills will be erected, and manufactured lumber of all kinds will here find an outlet. The transport to St. John and the *portage* of the Grand Falls is expensive, and inflicts so much damage, that it is not profitable. This is one of the great obstacles to trade which this railway is destined to remove. As no means however exist of estimating this expected traffic, no account is taken of it.

Farm Productions.—The printed tables give a good idea of the agricultural resources of the counties of Victoria, Carleton, and York. No adequate conception can be formed of the immense development which will result from the completion of the railway. Opening new markets to this fertile valley, the farm produce will be very large. The estimated freight is only £20,000. This may include live stock and minerals.

Supplies for Farmers and Lumbermen.—These will be the return freight from St. John, St. Stephen's, and Woodstock in exchange for the farm productions. It is now estimated at 120,000 barrels or 12,000 tons. But as this is from statistics of the existing traffic, it may be fairly assumed that this item will be doubled upon the completion of the Railway. 24,000 tons, taken at the usual price of one penny per ton per mile for an average distance of 200 miles, would amount to £20,000.

SUMMARY OF ESTIMATED RECEIPTS.

	£
Local passengers - - - - -	55,560
Through ditto - - - - -	26,250
Mails and sundries - - - - -	10,000
Through freight - - - - -	132,500
Lumber traffic - - - - -	33,000
Farm produce - - - - -	20,000
Supplies from the seaboard - - - - -	20,000
Total - - -	<u>£ 297,310</u>

The working expenses may be taken at 50 per cent. of the gross

receipts. This line having for the most part easy gradients and curvatures, it can be worked with economy.

TABLE of EARNINGS of RAILWAYS, prepared from POOR'S MANUAL of AMERICAN RAILWAYS for 1870-71 (a standard authority in the United States and Canada).

NAME OF RAILWAY.	Length Open.	Gross Receipts.	Net Earnings.	Net earnings per mile per annum.
	Miles.	Dollars.	Dollars.	Dollars.
Great Western of Canada - - - - -	334½	3,934,114	1,780,516	5,323
Grand Trunk of Canada - - - - -	1,230	6,063,327	2,394,610	1,947
" " Atlantic and St. Lawrence	150	1,090,596	198,681	1,324
Northern Railway of Canada - - - - -	97½	671,076	168,918	1,732
European and North American Railway of Maine -	45	129,726	56,195	1,249
Boston and Maine - - - - -	146	1,871,339	549,949	3,766
Portland, Saco, and Portsmouth - - - - -	51	575,036	175,586	3,443
Maine Central - - - - -	124	585,637	180,138	1,453
	2,178	14,920,851	5,504,593	2,527

The average net earning of 2,527 dollars per mile per annum, at the exch. of 4 dollars 86 cents to £1, equal £10 per mile per week.

LAND REVENUE.

The most common uncleared land is sold by the Government of New Brunswick at 2s. 4d. per acre. Wooded land is sold at 3s. 4d. per acre. Where a road is laid out the value is immediately raised

to from 10s. to 15s. per acre. In the State of Maine, land, not superior in quality to that of New Brunswick, is sold at 8s. 4d. per acre. The above Government price quoted is the minimum or upset price at the Government auctions; but competent judges state that the present value of the lands which will appertain to the Company will be much in excess of this, *as the land is to be selected by a Joint Commission of the Company and the Government.* Hence it is clear, that in the land grant alone, there will be a source of income which, by a judicious encouragement of settlers, will yield a very large and constantly increasing revenue to the enterprise.

The Company's grant is 10,000 acres for every mile of Railway constructed, to be given to the Company as the works progress. The land is absolutely free from taxation, when in the hands of the Company, for a period of ten years, commencing from the date of the grants.

Timbered land is especially valuable. The price for "stumpage," or a licence to cut the timber, varies from 2s. 6d. to 6s. per 1,000 superficial feet (board measure), and in the neighbourhood of Railways it is as high as 8s. per 1,000 feet.

A crop of timber can be taken off the same land each year, fifteen years only being sufficient to develop a tree of spruce to the size required for deals.

It is estimated that seventy millions of superficial feet, board measure, can be annually cut off the land, which will pertain to the Company upon the completion of the Railway, which is all situated on the River St. John and its tributaries.

LOCAL SUBSCRIPTIONS.

The following are the subscriptions to the enterprise expected from the Municipalities in Canada, which have petitioned the Legislature to enable them to levy the necessary taxes:—

THE MUNICIPALITY OF THE COUNTY OF YORK—a subscription of \$100,000 in shares, or a bonus of equal amount.

ients and

of AMERICAN
States and

Earnings.	Net earnings per mile per annum.
Dollars.	Dollars.
0,516	5,323
4,610	1,947
8,681	1,324
3,918	1,732
3,195	1,249
9,949	3,766
5,586	3,443
0,138	1,453
5,593	2,527

Dollars 86 cents to

ment of
3s. 4d.
y raised

THE COURT OF SESSIONS OF THE COUNTY VICTORIA—a subscription of \$100,000 in shares, provided the line is constructed on the western side of the River St. John.

THE MUNICIPALITY OF THE COUNTY OF CARLETON—a bonus of \$100,000, one half of which is to be applied to the construction of a combined Railway and Road-bridge near Woodstock.

No effort has been made as yet to obtain individual subscriptions. £4,000 have, however, been subscribed by a few gentlemen, who have given their funds for the preliminary expenses of surveys, &c. There is no sum to be paid as promotion money.

THE NOVA SCOTIA AND NEW BRUNSWICK LAND COMPANY, LIMITED—(No. 1, King's Arms Yard, London), at a special Court of Directors and Proprietors, held on Thursday, March 9th, 1871, has voted to the undertaking a share subscription of £5,000.

These several items make up an aggregate sum of £70,000 definitely calculated upon, and further contributions will be applied for and are confidently expected from the Corporations of the cities of St. John and Fredericton and the counties of Charlotte, Temiscouata, and Rivière du Loup.

It is expected that the Government of New Brunswick will give a cash subsidy in aid of the bridge over the River St. John at Fredericton which has not yet been provided for.

During the preceding summer the Parliament of Canada caused surveys to be made of the upper part of the River St. John for the purpose of estimating the expense of putting in locks and otherwise improving the navigation of that river. This may be taken as a proof of the importance which the Government attaches to the improvement of the existing means of communication. The great expense, however, attendant upon the required works, combined with their limited serviceability, as they could be of no avail during the winter season, may prompt the Government to abandon the idea, and devote the money intended for the improvement of navigation to this undertaking, to which it is known it is liberally disposed.

Yet another and more convincing reason why the general Government should aid the enterprise consists in the sacrifice which the local governments have made in their grants of land, which form one of the principle sources of their revenue, notwithstanding that it is an undoubted fact that this Railway will be at least of as much benefit to

the general interests of the Dominion as to the provinces through which the line passes.

The general and local governments are therefore alike interested in the enterprise, inasmuch as it embraces questions which touch deeply the prosperity of the whole of the Dominion. As a Railway it will link together the several provinces, and will develop their resources in a decided manner; and as an undertaking for the settlement of the land it will become in a short time of paramount importance for the Company to organise and carry out a comprehensive system of emigration from the over-crowded agricultural districts of Great Britain. The promoters therefore confidently rely upon obtaining a large amount of aid from the Dominion Government as soon as British capitalists co-operate on this side of the Atlantic towards the realisation of the project.

Finally, the following official reports from the surveyors of the Crown lands of the Province are printed to show the character of the vast tract of land by which the Provincial Government has endowed the undertaking, and as this portion of the enterprise is of such great importance these letters are printed *in extenso*, as their contents place the whole question in a clear light and have the value of official authority.

OFFICIAL CERTIFICATE from the DEPUTY SURVEYOR GENERAL of
Crown Lands.

Crown Land Office,
Fredericton, August 4th, 1870.

In the counties of Victoria and Carleton, New Brunswick, there are upwards of two millions five hundred thousand (2,500,000) acres of ungranted wood land.

Surveys and explorations show that it is generally valuable, a large proportion being of excellent quality for agricultural purposes, and the remainder well covered with the spruce and pine timber which is annually required for exportation.

There is very little inferior land—far less than in any other part of the Province.

It is intersected by numerous fine rivers, and the existing settlements adjoining are prosperous and rapidly extending.

ANDREW INCHES,
Deputy Surveyor General.

OFFICIAL LETTER from E. JACK, Esq., Deputy Crown Land Agent for the Province.

Fredericton, 26 August, 1870.

DEAR SIR,—In reply to your request that I should furnish you with such information relative to the vacant Crown land on the St. John River and its tributaries as I am in possession of, I beg leave to reply that I will be happy to do so in as far as I can in the limited space of a letter.

In discussing the subject of land the most convenient division which suggests itself is into that of timber and farming land.

Timber Land.

You are well aware that it is only recently that very large tracts of land have been bought in New Brunswick by private individuals for the purpose of economising the use of the wood growing thereon. The Saint Croix and its traders, as well as the Magaguadavic, are now in the hands of individual proprietors, who by judicious management must yearly realise large sums of money by way of royalty or stumpage for timber cut on their lands; this is generally charged as so much per thousand feet board measure; the price varies from 70 cents to \$1.50 per thousand feet, according to the location and facilities for transportation, which are estimated by proximity to steamers or railroads.

The quantity of deals sawn by the steam mills in St. John and on the river is about 180 millions feet annually; a very large part of these logs are cut from the Crown lands, which are leased from year to year by the lumbermen. From what I know of the St. John River timber lands I entertain no doubt but that the quantity of acres to which your Company will be entitled will engross nearly all the timber land of any value which is now vacant on that river and its tributaries, and that this land will year by year increase in value. I have no doubt but that 70 million feet of spruce logs can be got on such lands as you could take for many years to come. The tributaries of the St. John are so extensive, however, that before a thoroughly reliable opinion can be expressed as to the yield of timber, proper explorations should be made by competent persons.

A railroad up the valley of the St. John would enable the lumbermen to get the various woods much cheaper, as they could get their supplies, men, &c. carried at a much cheaper rate than they now do, more especially to the county of Victoria. These increased facilities for transport would enable them to pay such reasonable additional stumpage as those owning the lands might see fit to impose. I have made an estimate of the cost of transportation to the Little Falls of the men and supplies requisite to furnish an operation where a million feet of logs would be cut at a haul of one and a half miles.

There are large quantities of shingles carried down the St. John at present: if there were a railroad these would no doubt come by rail instead of water.

Farming Land.

The ungranted Crown lands in Carleton and Victoria embrace large extents of excellent farming land; there are in many places ridges of great extent well covered with hard wood, such as beech, maple, &c., the soil on which is of the best quality and which would have been settled long since had there been any roads to get at them—you can judge of the difficulties which attend the settlement of lands where there are no railroads for 60 or 100 miles.

To discover what quantity of farming lands would be embraced in the location which could be made by your Company would require a long and careful exploration and estimate, but I feel justified in saying that the greatest extent of good farming lands in New Brunswick now ungranted, are to be found in the Crown lands of Victoria and Carleton. The Saint Andrews and Quebec Railway had a large grant of land made to it by the Government. I am well acquainted with this, it is unfit for settlement, being in the Boulder district—a large part of it was well timbered, and a very considerable revenue is derived from the timber cut on portions of it.

Yours truly,

EDWD. JACK,

Deputy Crown Land Agent.

H. G. C. Ketchum, Esq., C.E.,
Fredericton.

TABLE of Value of EXPORTS and IMPORTS, for the year ending 30th June, 1869.

	Exports.	Imports.
St. John - - -	\$3,853,282	\$5,247,371
St. Stephens - -	96,311	232,533
Fredericton - -	66,824	212,936
St. Andrews - -	41,170	75,597
	<u>\$4,057,587</u>	<u>\$5,768,437</u>

Of the above Exports the value of the productions of the Forests was \$2,607,602.

	Vessels arrived.	Tons.	Vessels departed.	Tons.
Fredericton -	128	10,040	120	8,459
St. John -	1,423	502,083	1,201	482,423
St. Andrews -	174	13,089	123	8,800
St. Stephens -	81	10,339	79	10,346
	<u>1,806</u>	<u>535,551</u>	<u>1,523</u>	<u>510,028</u>

At the Port of Quebec the total value of Imports was \$29,545,177 ; Exports, \$28,223,268,

TABLE of EXPORTS from the PORT OF FREDERICTON, through the Custom House, for the year ending June 30, 1870.

Boards, deals, and planks -	1,923,267 superficial feet
Shingles, 59,306 bundles -	14,801,500
Laths - - - - -	3,415,500
Window Sticks - - - -	253,200 pieces
Pickets - - - - -	979,740
Small scantling - - - -	45,000
Clap-boards - - - - -	6,244,140

American—

Boards, deals, and planks	-	357,750
Shingles	- - -	50,147,500
Clap-boards	- - -	712,227
Laths	- - -	979,000

Extract from the Records,

J. W. M. RUEL, *Clerk.*

N.B.—In addition to the quantities shown on the preceding table, nearly an equal amount passes Fredericton, of which no account has been taken.

OFFICIAL LETTER from F. A. TESTU, Esq., Provincial Crown Land
Surveyor.

Edmundston, 14th June, 1870.

To the Secretary of the NEW BRUNSWICK RAILWAY COMPANY.

SIR,—I have the honor to submit the following report on the agricultural and commercial capabilities of the county Victoria, in New Brunswick.

The county of Victoria, next to Northumberland, is the largest in the province; it comprises all the land on the St. John and its tributaries above Carleton county, which belongs to New Brunswick, and a large portion of territory watered by the upper tributaries of the Restigouche. It is bounded by the State of Maine on the West, by Canada to the North, and by the counties of Northumberland and Restigouche on the East.

Victoria contains 2,872,000 acres, of which 500,000 acres are granted: the remaining 2,370,000 acres are still vacant. The quantity of cleared land is about 200,000 acres, and the population 25,000 souls.

The ranges of high land which cross this county are generally of primitive rocks; the surface is elevated, but seldom rises into lofty eminences, and in general the slopes are not too steep for cultivation. Along the St. John the belts of alluvial land become more and more narrow, but there are terraces along the whole course of the river, composed of successive deposits of alluvium, sometimes consisting of five different steps, indicating that number of changes in the level of the stream.

There are eight parishes in Victoria—Andover, Garden, Perth, Madawaska, St. Basil, St. Francis, St. Hilaire, and St. Leonard. The shire town is Colebrook or Grand Falls, a village situate at the Grand Falls of the St. John, which are about 200 miles from the sea.

The Tobique River, which enters the St. John about 20 miles below the Grand Falls, is almost wholly within the county Victoria. It is a river of large size, and the land along its valley is reported to be of good quality. The ledges of red sandstone, and the cliffs of gypsum in the valley of the Tobique, with other rocks combine to form an admirable soil along the river very well adapted for cultivation.

In the upper part of Victoria, at the mouth of the Madawaska River, stands the rising village of Edmundston; from its position on the St. John, at the outlet of a navigable river, flowing from extensive chains of lakes, some 27 miles long, extending to within 16 miles of the St. Lawrence, and watering a wide extent of timber country, this village bids fair to become a place of great importance and considerable trade.

The population of Victoria is yet too scanty to have done much towards developing its agricultural capabilities. But considering the large proportion of its inhabitants who are engaged in lumbering, the following return of the crops of 1869 is worth notice :—

Hay 20,000 tons, wheat 40,000 bushels, barley 25,000 bushels, oats 700,000 bushels, buckwheat 1,100,000 bushels, Indian corn 2,800 bushels, peas and beans 150,000 bushels, turnips 225,000 bushels, potatoes 1,500,000 bushels. The quantity of butter made last year was 400,000 pounds, of maple sugar 450,000 pounds.

Of all these productions the following is a fair statement of the export to Canada by land : hay 100 tons, wheat 1,000 bushels, barley 1,000 bushels, oats 5,000 bushels, buckwheat 600,000 bushels, peas and beans 10,000 bushels, butter 150,000 pounds, maple sugar 300,000 pounds, pork 1,000 barrels, cattle 500 head.

The regular increase in the imports and exports during the last ten years is worthy of especial notice, as marking the steady progress and continued advancement of the county.

The Grand River, the Quisibis, and the Green River are three considerable streams in this county, flowing into the St. John from the eastward; they interlock with the Restigouche and its upper tributaries, which flow in the opposite direction. The various streams thus interlaced drain a tract of country containing more than a million of acres covered with the finest timber, covering the best soil in the world. I can state from personal explorations that there are in this tract thousands and thousands of acres of deep rich loam, covered with the finest timber, standing more widely apart than is usual in the forests of New Brunswick, and giving to the country a park-like character. The completion of the railway from Woodstock to the St. Lawrence, by giving ready access to the sea at almost all seasons,

will throw open the resources of this county in timber and farm produce and rapidly develop its agricultural capabilities.

In taking a general survey of the actual condition of this county, in connection with the period of its early settlement, and with the public revenues it has possessed from time to time as means of improvement, I have been much impressed with the rapid progress it has really made, and with the large amount of social advancement which is everywhere to be seen. The roads, the bridges, the churches, the schools, besides numerous other public institutions, excellent and liberal in themselves, assume a very large magnitude in the eyes of the impartial observer, when it is considered that they have been made, built, or established and provided for by a population even at present under 26,000 souls, and in the short space of forty years.

Whatever defects the husbandry of this county may exhibit, and they are not many, it has been satisfactory to me to find that a development of its agricultural resources by the improvement of its agricultural practice, and independent of immigration, has begun to manifest itself distinctly. Improved implements, and breeds of cattle and sheep, imported grain and grass seeds, skilful ploughing, the preparation of composts, with experiments in draining, in the use of gypsum—these and other forms of improvement which have come under my notice, in this part of the province, show that there are some at least, who not only desire to advance the general condition of its husbandry, but who are aware also of the first steps which ought to be taken to promote this advancement.

Of the climate, soil, and capabilities of the county of Victoria, it is impossible to speak too highly. There is no country in the world so beautifully wooded and watered. An inspection of the map will show that there is no section of it without its streams, from the springs and running brook up to the navigable river. The lakes are not numerous but beautiful, abounding with every species of fish; the surface of the ground is undulating, hill and dale varying up to the mountain and valley. It is everywhere covered with a dense forest of the finest growth.

The country can everywhere be penetrated by its streams. In some parts of the interior, by a *portage* of two or three miles, a canoe can float away either to the Bay of Chaleur and the Gulf St. Lawrence, or down St. John in the Bay of Fundy.

The proposed Railway would certainly promote the settlement of this most valuable timber region. It would also develop the manufactured lumber trade by affording facilities for obtaining supplies, and for transportation to market either at St. Andrews, Quebec, or River du Loup. It would create in the interior of New Brunswick and the State of Maine a market for

Canadian provisions, and thus open up a new trade with Montreal and the cities further West. Saw mills for manufacturing timber would be erected on all the tributaries of the St. John; and eventually, almost all the timber on the river would be converted into deals, clapboards, shingles, and similar short lumber. The lumbering establishments on the Upper St. John and Lake Temiscouata require very large supplies of flour and pork, which are usually sent by steamboat or railway to Woodstock, and are thence forwarded up the river in flat-bottomed boats towed by horses. At present the supplies and merchandize forwarded up the river is stated to be equal in bulk to 120,000 barrels.

I have the honour to be, Sir,

Your most obedient Servant,

F. A. TESTU.

OFFICIAL LETTER from H. M. G. GARDEN, Esq., Local Deputy for Crown Lands of Carleton.

Woodstock, Carleton County,

New Brunswick, 16th September, 1870.

DEAR SIR,—Regarding the quality and capability of the land in the three counties of York, Carleton, and Victoria, through which your Railway route lies, I submit the following observations, derived from my experience as Local Deputy Surveyor of Crown lands since the formation of this county in 1832; and as respects our staple export lumber, these three counties, with the county ceded to the Americans on the Upper Saint John, furnish seven-eighths of all the pine, spruce, and birch lumber floated to the port of Saint John, including what is used for home consumption as well as for exportation, and the port of Saint John ships more than half the whole quantity exported from the province; then there is tamarack or larch for knees, and futtocks, and cedar shingles, these last very largely increased since the continuation of the railways to Woodstock has enabled our operators in this vicinity to send these articles to the seaboard during the winter. These operations for transit in winter embrace a district of about twenty miles radius from the dépôt, and this would hold good so far as the railway is continued; shingles, clap-boards, knees, and futtocks, and railway sleepers will always be available for winter traffic.

The land likely to be selected by your Company will be along and be intersected by the Keswick, Becaguimec, Upper Nashwauk, Miramichi

(South-west Branch), Monquart, Tobique and its numerous tributaries, Salmon River, Little, Grand, Iroquois, Green, and other rivers falling into the Saint John on the eastern bank above Grand Falls to Edmundston, all of them possessing numerous mill sites for the manufacture of lumber, or turning grist mills, and comprising a district of the most valuable ungranted land in the province as regards lumber, and in an agricultural point of view. I will just refer you to the three large and flourishing settlements of Knowlesville, Glassville, and Johnville, with their continuations, all founded in 1861, and now second to no other settlements of twice their age in the province, and there is a wide belt of similar land running with a varying width on the eastern side of the Saint John, and extending from the New Brunswick Company's Tract all the way to the Madawaska River; this land, where unfit for immediate settlement, is covered with spruce or cedar, valuable for lumbering purposes. I might refer you to the unprejudiced report of Professor Johnstone for the agricultural capabilities and productions of the province of which these counties form a favoured portion, in which he shows that New Brunswick takes very high rank in agricultural productions per acre, notwithstanding the prejudices of the uninformed; our farmers have now nearly all their crops of wheat, barley, peas, Indian corn or maize, beans, oats, and buckwheat, housed in barn or stack, leaving only potatoes and turnips afield, and we have famous crops of these cereals, and all descriptions of vegetables, everything except hay, which owing to the drought is light this year. Our farmers are rapidly becoming the most independent class in the community. The land along the River St. John being all taken up, settlers are pushing into the interior along the banks of the streams, and wherever colonization roads are opened. The River Tobique, emptying into the St. John fifty miles above Woodstock, has been attracting settlers along its banks for some years; this stream is navigable for scows towed against the stream by two horses, and carrying from five to eight tons, for a distance of about sixty-five miles, and by canoes much farther. Large tracts of the most valuable settling or lumber land are situate south of this stream, while north of it there are extensive tracts of the best settling and lumber lands, extending to Grand River. The Tobique has for tributaries, Quaker Brook, Poquiock, Trout Brook, Otteblock, Odell and Wapskahegan Rivers, Three Brooks, Sisson, Burnt Land, and Two Brooks, Riley, Blue Mountain, and Rocky Brooks up to the Forks, where it is divided into Sisson, Nictau, Mamozekel, Serpentine and right-hand branches. The Tobique itself affords salmon, trout, whitefish, chub, and many smaller fishes, and all these streams possess trout in plenty. Game abounds on the whole tract, consisting of moose, cariboo, and red deer, grouse, partridge, duck, &c.,

with some fur animals, viz., bear, otter, martin, mink, fox, muskrat, loup-cervier, &c., the fur animals getting scarcer as settlers progress. The Tobique also possesses valuable deposits of gypsum, iron, and lead, and even gold has been found. At Gulquac, about forty miles up the Tobique, is the red sandstone used for furnace-hearths at the Woodstock Charcoal Iron Works: these works have only got the length of smelting pig-iron from a red-brown hæmatite ore, but with increased Railway facilities would doubtless be largely developed, and in turn furnish a considerable item in Railway traffic. The iron ore is deposited at intervals a known width of twenty-four miles, say from Oakhills on the N. W. Nackawick to the American line, while it occurs over twice that distance lengthways, being from the Maduxnakik to the Aroostook. The two furnaces at Woodstock make about 50 tons a week each, requiring 15,000 tons ore, 26,000 cords hardwood, and making 5,200 tons pig iron. Without a railway the iron is shut up during winter from the seaports, and with increased railway facilities other furnaces would doubtless be started in various parts of the country.

In conclusion, I observe that our province is amongst the healthiest countries in the world. Many moving westward to better their condition as they thought, have returned here to enjoy that health the western prairies do not afford. New Brunswick, with ordinary industry, offers a good home to farmers and artisans, and her progress since the settlement in 1783 will compare favourably with that of much more favored places on this continent.

I am, Dear Sir,

Yours truly,

H. M. G. GARDEN,

*Local Deputy for Crown Lands,
County of Carleton.*

H. G. Ketchum, Esq., C.E.
London.

N.B.—All the legal documents making valid the acts of the promoters of this undertaking may be seen upon application.

TABLE OF DISTANCES.

ST. JOHN TO QUEBEC.

Per Inter-Colonial Railway.

	Miles.
St. John to Moncton - - - - -	89
Moncton to River du Loup - - - - -	358
Rivière du Loup to Port Levi, Quebec - - -	126
<hr/>	
Total to Quebec - - -	573 miles.

Per Western Extension Railway.

St. John to Fairville - - - - -	3
Fairville to Boundary Maine - - - - -	88
Boundary to Matawamkeag - - - - -	58
Matawamkeag to Bangor - - - - -	56
Bangor to Danville Junction - - - - -	111
Danville Junction to Richmond Junction - -	194
Richmond Junction to Quebec - - - - -	96
<hr/>	
Total to Quebec - - -	606 miles.

Per Quebec and New Brunswick Railway.

St. John to Fairville - - - - -	3
Fairville to Fredericton - - - - -	64
Fredericton to Rivière du Loup - - - - -	242
Rivière du Loup to Port Levi, Quebec - - -	126
<hr/>	
Total to Quebec - - -	435 miles.

HALIFAX TO QUEBEC.

<i>Per Inter-Colonial Railway.</i>						Miles.
Halifax to Truro	-	-	-	-	-	61
Truro to Amherst	-	-	-	-	-	75½
Amherst to Missiquash	-	-	-	-	-	3½
Missiquash to Painsec Junction	-	-	-	-	-	37½
Painsec to Moncton	-	-	-	-	-	7½
Moncton to River du Loup	-	-	-	-	-	358
Rivière du Loup to Port Levi, Quebec	-	-	-	-	-	126

Total to Quebec - - - 669 miles.

Per Annapolis and Fredericton.

Halifax to Windsor	-	-	-	-	-	45
Windsor to Annapolis	-	-	-	-	-	84
Annapolis to St. John (Water)	-	-	-	-	-	60
St. John to Fredericton	-	-	-	-	-	67
Fredericton to River du Loup	-	-	-	-	-	242
Rivière du Loup to Port Levi, Quebec	-	-	-	-	-	126

Total to Quebec - - - 624 miles.

SUMMARY.

Distance, St. John to Quebec,

Viâ Inter-Colonial Railway	-	-	-	-	-	573 miles.
Viâ Western Extension Railway, U.S.	-	-	-	-	-	606 „
Viâ Quebec and New Brunswick Railway	-	-	-	-	-	435 „

Distance, Halifax to Quebec,

Viâ Inter-Colonial Railway	-	-	-	-	-	669 miles.
Viâ Annapolis and Quebec and N.B. Railway	-	-	-	-	-	624 „

Sailing Distances to England.

New York to Liverpool	-	-	-	-	-	3,013 miles
Boston „ „	-	-	-	-	-	2,823 „
Portland „ „	-	-	-	-	-	2,782 „
St. John „ „	-	-	-	-	-	2,718 „

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